lines are utilising about 42 per cent of their total entitlements and 44 foreign carriers are together utilising about 66 per cent of total international entitlements to India. The bilateral entitlements are negotiated on the basis of potential traffic between the contracting states but the deployment of services depends upon the current actual traffic and other operational constraints. Under utilisation of entitlements does not, per se, lead to losses.

(d) The Indian Carriers are taking the following measures to increase the utilisation of bilateral entitlements:-

(i) By wet leasing of aircraft capacity.

(ii) Better scheduling of flights.

(iii) Through operation of Joint venture flights between themselves and with other carriars.

Air Service to Ajmer

312 SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to introduce Air service to Ajmer in Rajasthan, as it is an important Pilgrim Centre in the country; and

(b) if not, whether Government would examine the proposal, as the Air link to this important Centre will help both national and international pilgrims to visit Ajmer?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) No, Sir. Indian Airlines operates regular scheduled air services to/from Jaipur which is in close proximity of Ajmer. The runway available at Ajmer is not fit for operation of aircraft available with the Indian Airlines. Private Operators are however, free to operate to any station open for schedule operations.

Air India's share

313 SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air India's share in the Indian outbound market has been continuously shrinking year after year;

(b) if so, what was Air India's share in the Indian outbound market in the years 1985, 1991 and 1993 and what are the reasons for this shrinkage;

(c) whether Air India utilizes its modern fleet for just five hours a day as against 10 hours needed to break even, if so, what are the reasons therefor;

(d) how much profits were earned by Air India during each of the last years; and

(e) what steps Government have taken or propose to take to improve the working of Air India, particularly when there is a stiff competition from the foreign airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The share of Air India in Indian air market (passenger carriage) was 26.1 per cent in 1985, 22.5 per cent in 1991 and 20.4 per cent in in 1993. This declining trend can be attributed to the capacity constraints of Air India and the increased capacity deployeyd by foreign carriers in the Indian market.

(c) No, Sir. Boeing 747-400 aircraft of Air India are being utilised for an average 11.4 hours per day.

(d) Net profit earned by Air India during the last three years is as under:

Year	Net Profit (Rs. in crores)
1991-92	145.89
1992-93	333.14
1993-94	201.90

(c) Recent efforts of Air India to enhance its market share include:

(1) Fleet modernisation by induction of four Boeing 747-400 aircraft;

(2) Adding new destinations like Dar-Es-Salam, Durban, Johannesburg, Jakarta etc.

(3) Product upgradation through a comprehensive product excellence action plan.

(4) Introduction of joint programmes with Indian Airlines like Hub & Spoke operations, frequent flier programme, computerised reservation system for enhancing service to the Indian air passengers.

Air Services between Calcutta and Kailashar

314. SHRI VISHNU KANT SHASTRI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines have discontinued its services from Kailshar (North Tripura) to Calcutta via Khowai and Kamalpur despite heavy rush of passengers;

(b) if so, the reasons therefor and what alternative arrangements are being made to resume air services between Calcutta and Kailashar;

(c) whether Government have considered to handover this route to a private operator, if so, the details thereof; and

(d) whether the State Government is competent to approach a private Air Taxi Operator and grant this air route to them, if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines discontinued its services to Kailashar, Khowai and Kamalpur from early 1974.

(b) With the phasing out of DC-3 (Dakota) in early 1974, the services to Kailashar, Khowai and Kamalpur were discontinued, Kailashar Airport is not suitable for operation of any aircraft in the fleet of Indian Airlines

(c) and (d) Any operator whether Government or private can operate to any station open for scheduled operations.

Air services between Calcutta and Dibrugarh

315. SHRI VISHNU KANT SHASTRI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines and Vayudoot which were operating air services from Calcutta to Bibrugarh and back touching at Guwahati, Tezpur, Jorhat have since been discontinued;

(b) the reasons for discontinuance of these air services; and

(c) what other alternative arrangements have been made or are being made to link Calcutta and Dibrugarh via Guwahati, Tezpur and Jorhat by air for the convenience of the people?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Due to phasing out of F 27 aircraft and due to commercial and operational reasons, Indian Airlines and Vayudoot Limited respectively withdrew this service.

(c) At present, IA is operating services on the routes Calcutta—Dibrugarh (four times weekly), Calcutta—Guwahati - Dibrugarh (twice weekly), and Calcutta - Tezpur - Jorhat—Calcutta (thrice weekly) Indian Airlines and Vayudoot have no plans at present to connect Tezpur and Jorhat to Dibrugarh.